

**Eurobodalla Shire Council**

# Narooma

## **Pedestrian Access and Mobility Plan (PAMP)**



November 2008



# Eurobodalla Shire Council

## Pedestrian Access and Mobility Plan

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# 1 Introduction

Eurobodalla Shire Council has commissioned QED Pty Ltd to prepare a Pedestrian Access and Mobility Plan (PAMP) for a section of the town of Narooma known as Narooma Flat. Due to staffing turnover, QED was assisted by Hub Traffic and Transport to finalise this plan.

The study area is illustrated on Figure 1, which also shows the existing footpaths as they appear in the database maintained by the Eurobodalla Shire Council.

This Plan aims to identify current and likely future issues and opportunities for pedestrians within the Narooma Flat area. The Plan provides a comprehensive network of pedestrian facilities for all types of pedestrians, including children, the elderly, tourists, and pedestrians with a mobility or vision impairment. Key objectives of this Plan as identified by the Eurobodalla Shire Council include to:

- facilitate improvements in the level of pedestrian access and priority, particularly in areas of pedestrian concentration;
- reduce pedestrian access severance and enhance safe and convenient crossing opportunities on major roads;
- Identify and resolve pedestrian crash clusters (if any);
- facilitate improvements in the level of personal mobility and safety for pedestrians with disabilities and older persons through the provision of pedestrian infrastructure and facilities which cater to the needs of all pedestrians;
- provide links with other transport services to achieve an integrated land use and transport network of facilities that comply with best technical standards;
- ensure pedestrian facilities are employed in a consistent and appropriate manner throughout NSW;
- link existing vulnerable road user plans in a coordinated manner (e.g.: Bike Plans, Safer Routes to Schools Plan, Footpath Maintenance Programs, and associated issues to accessible public transport etc);
- ensure that pedestrian facilities remain appropriate and relevant to the surrounding land use and pedestrian user groups;
- accommodate special event needs of pedestrians; and
- further Council's obligations under the Commonwealth Disability Discrimination Act (1996).

The Narooma PAMP has been developed in a number of stages including collation and review of background information including relevant Council and State Government plans and strategies, community consultation in the form of a community questionnaire and key stakeholder consultation, and a detailed survey of the area including surveying all roads and off-road paths in the study area.

This report provides a brief description of the background information that was used in developing the Plan, then progresses to detail the proposed network and possible implementation strategies for this network.

## 2 The Narooma Flat study area

There are three townships within the Eurobodalla Shire: Batemans Bay, Moruya and Narooma. Narooma is located on a spectacular part of the coast, with pristine beaches, rivers, inlets and mountain scenery. Narooma is the main centre for the Southern District of the Eurobodalla Shire and is also a popular tourist destination with the population doubling during the holiday season. Fishing, water sports and bushwalking are some of the attractions. In addition, attractions such as the Oyster festival and the Blues and Rockabilly Music Festival are drawing large crowds.

The study area (Narooma Flat) is bounded by the foreshore to the northwest and east, and the steep ridge to the south and east. The area includes many pedestrian generators, including a caravan park, restaurants, cafes, a library, the sporting and services club, a sports oval, heated swimming pool, skate Park, fishing charters, shops and a residential area. These are shown on Figure 1.

The Princes Highway, which is under the care and control of the RTA, runs through the study area parallel to the northwest foreshore. Although a small town, Narooma is spread out along the Princes Highway and is physically divided by a steep ridge that runs through the township. Steep topography can be an impediment to walking for many people, and without other forms of public transport the town remains mostly car dependant.

This results in the feeling of three main activity areas, centred around shops and services on Narooma Flat, the higher hill-top area, and the Narooma Plaza development.

The Princes Highway carries a significant amount of through traffic, which reduce pedestrian amenity through their noise and pollution impacts and by making it difficult to cross the road.

Private operators run some local bus services, but these are limited. The local service within Narooma runs mostly at peak hour only, and there is a daily service to neighbouring hamlets of Dalmeny and Kianga. A courtesy bus to the Sporting and Services Club operates on Thursdays, Fridays and Saturdays from 5pm. A community bus service runs between the Narooma Flat, mid-Narooma and Narooma Plaza shopping precincts. Other community transport is via private cars, either owned by Council or through volunteers using their personal cars.

There is a bypass road proposed through the township to remove through traffic from the existing Princes Highway. The traffic would instead use Barker Parade to the south east of Princes Highway. The RTA has indicated that the upgrade required to redirect traffic to Barker Road is a low priority and is not expected to commence in the near future. Although the redirection of traffic would improve the amenity of the Princes Highway, there are community concerns that its relocation would cause a new set of problems with severance to the residential area of Narooma.

With the exception of the Princes Highway, all roads in Narooma Flat are residential in nature.

## LEGEND

### Existing land-use

- Public open space
- Private recreation
- Residential - tourism
- Residential - general
- Retail / commercial
- Car park

### Existing features

- Existing shared-use path
- Existing footpath
- Existing picnic tables
- Existing Public toilets
- Existing roundabout
- Main road

- Proposed study boundary



## 2.1 Policy and Planning Information

Eurobodalla Shire Council has developed a range of plans for the shire and specifically the Narooma Flats area. This planning, along with relevant traffic data from council and the RTA, was taken into account when developing this PAMP.

Policy and planning documents of relevance include:

- Narooma Plan, December 2005.
- Eurobodalla Settlement Strategy.
- Eurobodalla Development Control Plan Neighbourhood Business and Commercial Centres Development Guidelines 2007, June 2007.
- Eurobodalla Residential Design Code, December 2004.
- Eurobodalla Social Plan 2005-09.
- Eurobodalla Shire Council Disability Action Plan 2006-2011.
- Eurobodalla Shared Pathway Strategy.
- Traffic Report for IGA Mixed-Use Development.
- Australia Pedestrian Charter, Pedestrian Council of Australia.
- United Nations Kyoto Protocol.

A number of these have been reviewed, but rather than reviewing all of these documents in detail, a steering group comprising Eurobodalla Shire Council staff (see Section 3.2) has provided advice and input regarding the overall planning and contents of these documents, as part of the development of this PAMP.

A Mainstreet Landscape Plan prepared with support from the Department of State and Regional Development's Main Street/ Small Towns Program looks at ways in which to encourage the commercial vitality of Narooma Flat and is a key planning document for this area. This proposes improving access and views through the caravan park at its main entrance opposite Field Street and includes a proposal for traffic signals at this intersection.

There are also two significant development proposals on Narooma Flat that may affect local walking conditions. (There is also a proposal for the redevelopment of Narooma Plaza, which may affect walking in Narooma Flat through the relative visitation rates to the various shopping precincts. However this would be an indirect effect that is difficult to quantify and the proposal has not been considered further in this PAMP.)

### **2.1.1 Bridgepoint / IGA Development**

Planning approval has been granted for a new supermarket and shopping complex on the site of the current IG. Located between Field Street and Burrawang St, it is proposed to extend from the Princes Hwy to Graham St, straddling Burrawang Lane. As this area already hosts shops and cafés, there would be no real change in land use; however the intensity of use (visitation) may increase. This would be true of both foot traffic and vehicular traffic.

The installation of traffic signals at Field Street/ the Princes Highway would be relevant to this development.

### **2.1.2 Sporting and Services Club**

The Narooma Sporting and Services Club has approved the sale of the "Servo's Club", at 98 Princes Highway.

Sale of the building would raise funds to renovate or build a new Sporting and Services Club on the site of the current bowling club (88 Princes Highway).

Subject to the sale proceeding, the club has previously reported that it would expect to lodge a development application for the new development in the last quarter of 2008.

The club also has indicated plans to move the third bowling green to the site of the current croquet courts next to the ambulance station — although how this would fit with the proposed roundabout at McMillan Street and the Princes Highway is not yet clear.

## **2.2 Statistical Information**

In addition, there are a number of statistical information sources that provide an insight into the characteristics of walking in the study area. Those reviewed include:

- 2006 Census information.
- Traffic and pedestrian data obtained from Eurobodalla Shire Council.
- Crash data obtained from the RTA.

### **2.2.1 2006 Census Data**

There are 360 residents and approximately 160 dwellings in Narooma Flat. 2006 Census data for the population usually resident in Narooma (Urban Centre Localities) was examined and contrasted against the general Australian population, to assist in determining residents' needs.

It should be noted that as the Census data is for residents only, this data does not include information about visitors to the caravan park on the northern side of the Princes Highway.

### Age of Residents

- 13.1% were children aged 0 to 14 years, compared to 19.8% for Australia;
- 46.1% were persons aged 55 years and over, compared with 24.3% for Australia; and
- The median age was 52 years, compared with 37 years for Australia.

### Income

- The median weekly individual income for persons aged 15 years and over was \$321, compared with \$466 in Australia;
- The median weekly household income was \$572, compared with \$1,027 in Australia; and
- The median weekly family income was \$702, compared with \$1,171 in Australia.

The high median age in combination with the low median income suggest a high proportion of retirees in the population of Narooma Flat, and a low proportion of working families with children.

Retirees often have more recreational time available than with working people and are more likely to walk to destinations. Given the high median age, the population is more likely to include the frail elderly, people with a mobility impairment, mobility restriction or disabilities, and residents' acuity and agility are likely to be lower due to normal ageing effects. The provision of footpaths and safe crossing locations that do not require a lengthy detour to reach are therefore of particular importance for these residents.

## 2.2.2 Traffic Volumes

The annual average daily traffic volume (AADT) data is illustrated in Figure 2. Princes Highway carries approximately 8,000 vehicles per day, and the remaining roads carry relatively low traffic volumes. In the holiday season (January), traffic volumes increase by around 30%. The five streets with the highest traffic volumes are listed in Table 1.

Road	Adopted AADT	Holiday Anticipated VPD	Calculated Max VPD
Princes Highway	8319	11,000 +	14,000
Riverside Drive	1,880		
Bluewater Drive	1,460		
McMillan Road	1,200	1,600+	2,000
Field Street	1000	1,400+	1,700

Table 1: Narooma Flat streets with the highest traffic volumes

### **2.2.3 Pedestrian Crashes**

Crash data was obtained from Council to analyse pedestrian crashes. This data was sourced for 2002 to 2006.

Between 2002 and 2006 there were two crashes in the study area that involved pedestrians. These locations are also illustrated on Figure 2. Both were injury crashes, but not fatalities.

The crash that occurred on McMillan Drive was a result of a vehicle reversing from a driveway and hitting a pedestrian on the footpath. The crash on Princes Highway was a result of a car exiting forwards from a driveway and hitting a pedestrian.

## Legend

— Proposed study boundary

● Crash location  
(Pedestrian injury)

1500 Daily traffic volume  
(2007) Year of data collection

## Existing features

... Existing shared-use path

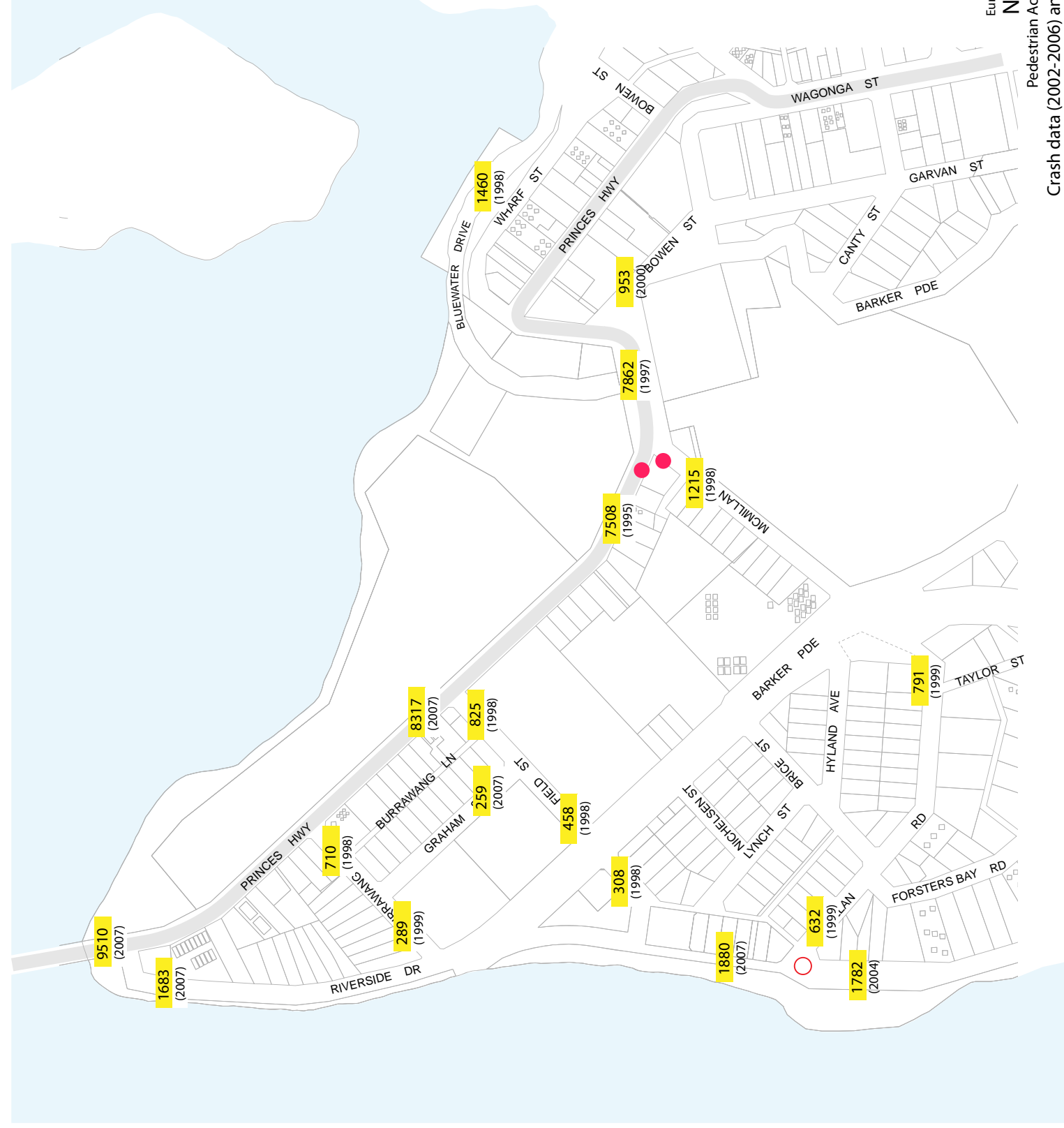
... Existing footpath

⛶ Existing picnic tables

♿ Existing Public toilets

○ Existing roundabout

▬ Main road



## 3 Consultation

Consultation has been undertaken to inform the development of the PAMP. This consultation was in the form of a community questionnaire as well as direct consultation with key stakeholders, while a steering group comprising Eurobodalla Shire Council staff has overseen the development of this PAMP.

A brief summary of the community consultation methodology and results have been provided in this report. For further detail on the public consultation undertaken please refer to Appendix A: Community Survey Responses and Appendix B: Key Stakeholder Consultation Summary.

### 3.1 Community Survey

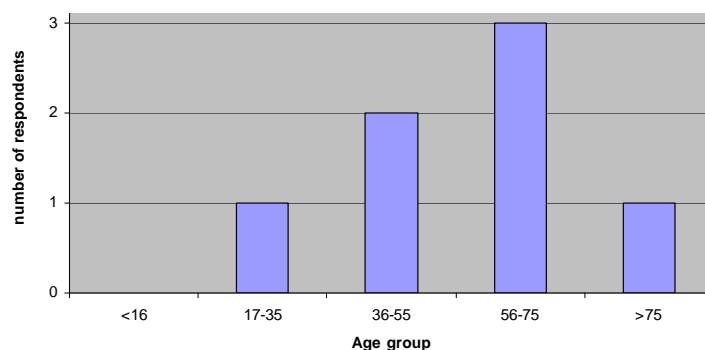
The local community knows the barriers and opportunities to walking better than anyone else. The community is the best source of information on what motivates people to walk, popular destinations and priorities for improvements to walking facilities — amongst other things. The local community will also be directly affected by the outcomes of the Narooma PAMP and should have the opportunity to provide their input into the PAMP.

For these reasons, a community survey was developed and distributed to 150 properties within the Narooma flat area. It was distributed in June 2008 and respondents were given two weeks in which to reply.

A total of 6 responses were received. Whilst this is low, due to the high proportion of holiday residences in the study area, it was always anticipated that there would be a low return rate. The results of the survey are detailed in Appendix A, with key points illustrated on Figure 3. Due to the low response rate, the survey responses plus key stakeholder consultation (see Appendix B and section 4.3) were used as the basis for identifying issues, which were then validated and explored further through cross-referencing with the background information (section 2.2) and through a site visit (see Appendix C and section 5).

#### **Age and Sex of respondents**

3 surveys were completed by males, 2 by females and one survey by a female/ male couple. Their age groups are shown on the chart below. Most respondents were between the ages of 36 and 75. There were no survey respondents who were below the age of 16. One respondent used a walking stick.



### Travel Mode

Four respondents said they used their car as the most common means of travel, followed by walking. Two respondents walked as their most common form of travel.

#### Walking destinations

The most common destination for all respondents was “walking to the local shops”. Other popular destinations were the waterfront, local parks, the library, the health centre and the indoor swimming pool.

### Reason for choosing the route

The reasons for respondents choosing their route were:

- Safe and quiet;
- Passes shops;
- Shortest distance;
- No alternative route;
- Easiest road crossings; and
- Good length for exercise.

### Motivation for walking

All survey respondents stated that their number one motivation for walking was for fitness and health. Other common motivations were “enjoyment”, and “saves money”.

### How can Council encourage walking?

3 survey respondents ranked providing/improving footpaths as the number one way for Council to encourage walking. 2 respondents ranked “improve road crossings” highest, and one respondent ranked “improving safety” as the highest.

The most common response for Council to encourage walking was to “provide/improve footpaths”. This was followed by “improving road crossings”, and “improving safety”.

### **What do you like about Narooma?**

The survey respondents like Narooma for its scenic beauty, ease of walking around on The Flat, parks and benches, and clean air.

### **Common routes**

Common routes used by the survey respondents were:

- The Princes Highway;
- McMillan Road;
- Riverside Drive;
- Field Street;
- Burrawang Street; and
- Bluewater Drive (to the swimming pool).

### **Problem locations**

Problem locations identified by the survey respondents are:

- Difficult to cross the Princes Highway (between Riverside Drive and McMillan Road) due to busy traffic;
- Lack of footpaths at McMillan Road, Barker Parade and Burrawang Street;
- Poor sight distance and difficult to cross road at the intersection of the Princes Highway and McMillan Road; and
- Poor lighting in Field Street and Barker Parade.

## **3.2 Key stakeholder consultation**

In addition to the community survey, key stakeholder consultation was undertaken. The aim of this key stakeholder consultation was to identify issues specific to individual stakeholders; and broader community needs as may have been reported to key stakeholders.

The key stakeholders consulted were:

- Easts Narooma Holiday Park;
- The local Police;
- Narooma Library;
- Narooma Sporting and Services Club;
- Narooma Community Health Service;
- Narooma Visitor Information Centre; and
- Eurobodalla Shire Council, through a PAMP steering group.



The results of this consultation have informed the development of this PAMP and are summarised in Appendix B.

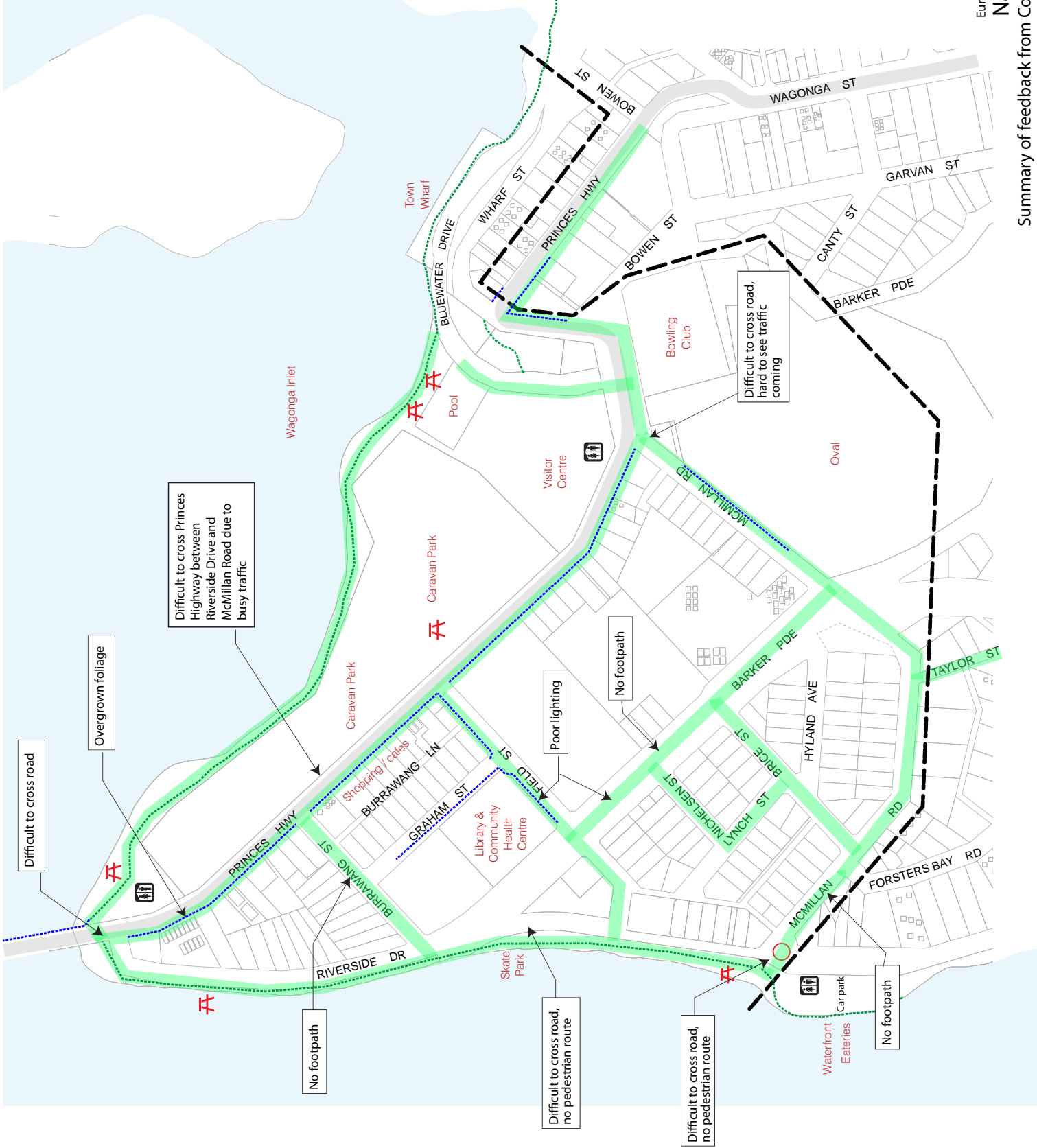
## LEGEND

### Existing features

- ..... Existing shared-use path
- ..... Existing footpath
- ⚠ Existing picnic tables
- ♿ Existing Public toilets
- Existing roundabout
- Main road
- - - Study boundary

### From Community Survey

- Common walking routes



## 4 Site Review

All roads and off-road paths in the study area were surveyed on foot in May 2008. This is not during the peak tourist season and therefore not during the time of highest concentration of tourists and pedestrians in the area.

A brief summary of the key findings from the site review have been provided in this section. For further detail please refer to Appendix C, Site Survey Report.

### **Riverside Drive and Foreshore paths**

The Riverside Drive and Foreshore shared use paths are popular shared use facilities, particularly on the weekends, but also early in the morning. These are typically 2.5 metres wide. This width has been known to result in pedestrian/ cyclist conflict on such routes.

There is occasional shared-use path signage, but not at regular intervals or at junctions with other paths or roads. There is no centre-line pavement marking or pedestrian and bicycle logos as required in bicycle planning standards. The lack of information about the path usage can be confusing, particularly for tourists or new users.

The path alongside Riverside Drive, the Foreshore path and the path from Dalmeny-Kianga meet at the Princes Highway, and path users must cross the Princes Highway to use the entire route. The Princes Highway carries heavy vehicles and vehicles can travel at a speed which makes crossing the road difficult. The road crossing is considered unsatisfactory for the level of use of the pathways.

### **Footpaths**

Many streets in the study area have grass verges from the property boundary to the kerb line, with no footpaths on either side. As a result many pedestrians walk on the roadway.

Grass can be attractive, but not suitable for walking for the following reasons:

- high grass can hide uneven surfaces and divots which can result in an ankle injury;
- wet grass can be slippery and can result in uncomfortable walking conditions (wet shoes and lower legs);
- grass is usually associated with a surface that is not firm or robust, on which people with a mobility impairment cannot move freely;
- people who use a wheeled device (wheelchairs, gophers, shopping trolleys and luggage on wheels) cannot walk in a grassed area easily; and
- well-used routes can wear a bare patch in the grass, which is unsightly and can be uneven and muddy when wet.

Council has adopted the position that though a grass surface is not as user-friendly as a paved surface, well maintained grass is an acceptable solution for the majority of low traffic streets within Eurobodalla, given the amount of footpath area within the Shire.

The lack of a kerb ramp poses a barrier to people using a wheeled device. Poorly aligned kerb ramps are a particular hazard for the visually impaired, who rely on these to indicate appropriate points to cross the road, and to set the direction of the appropriate path of travel.

### **The Princes Highway**

Pedestrians must cross the Princes Highway from residential areas to access the foreshore, the caravan park and the swimming pool.

Pedestrians cross in several locations, but mostly in front of the IGA supermarket and the bakery. Many of these are pedestrians who were travelling south in a motor vehicle and park on the eastern side of Princes Highway to shop. Kerb extensions or build-outs have been provided in two locations between Field Street and Burrawang Street to provide opportunities for landscaping and to reduce the “continuous” line of parked vehicles in this locality. As they were not provided as crossing points, there are no kerb ramps at these extensions.

Pedestrians also cross opposite Field Street to access the foreshore. Ramps are located to assist pedestrians cross the Highway but without the installation of traffic lights, they are not conducive to pedestrian use.

Kerb extensions with kerb ramps are located opposite the Narooma Pharmacy further north to assist pedestrian access the bus stop on the eastern side of the Highway and to direct pedestrians from the caravan park to the access provided in the fence. Observations were that fewer pedestrians cross at this location, than further south.

### **Princes Highway / McMillan Parade intersection**

This location was assessed as forming a particular safety issue for pedestrians, due to:

- The wide roadway to cross;
- Lack of direction for pedestrians; and
- Lack of kerb ramps and footpaths.

### **Opportunities**

There are a number of opportunities to improve the walking environment, in addition to providing footpaths within road reserves:

- Possible link through the bowling club to the path behind the oval (Barker Parade). This link reduces the need to climb steep terrain to access Barker Parade.
- Desire line from Barker Parade across the grass verge to Hyland Avenue.
- Open drain between Brice Street and Field Street, parallel to Lynch Street. This could be enhanced to provide a high-amenity route connecting to existing public open space.

- Desire line along the edge of the Visitor Centre. The caravan park fence and pool fence could be cut back to provide a path from the Princes Highway to the foreshore.

## Conclusion

- There are high quality shared-use paths along the foreshore that are well used by local residents and tourists to the area. These paths are mostly used for recreational walking, and cyclists are also able to use them. The paths hug the coast and provide a picturesque route that takes in the coast, inlets, boats, fishing and waterfront eateries. Regular seating, toilets and barbecue facilities are provided along this route.
- More generally, there are only a few footpaths along the streets, with many streets having grass verges from the property boundary to the roadway. There is a lack of connectivity in the footpath network, and a lack of kerb ramps at junctions and intersections. There are a number of busy driveways with no distinctive pavement to designate change in use from the main footpath.
- As a result, recreational walking is mostly well-catered for, but utility walking (e.g. from home to the shop) is not encouraged, particularly for the aged or those with a mobility restriction.
- Basic provision of footpaths plus enhancement of the walking environment, such as through identified opportunities, would greatly improve the walking environment.

## 5 The PAMP Network

### 5.1 Overview

Pedestrians use every part of the public domain through a network comprising footpaths, public open space, walkways and paths. There is a partial network of routes within Narooma and the first step in addressing this shortfall is to identify a network of PAMP routes.

The idea behind developing a network of PAMP routes is that resources (time, funding) are limited and there needs to be a means of deciding which new routes should be constructed first, or which older routes should be upgraded first, and to what standard.

The information discussed within this report has been used to develop a network of routes for the Narooma Flat area. The route network developed for this PAMP attempts to provide useable pedestrian linkages to major pedestrian generators and attractors. The individual routes have been identified based on:

- an understanding of walking needs;
- the role of the routes in the network and also in catering to walking patterns; and
- the design standards needed to meet particular walking needs.

The proposed pedestrian network is shown in Figure 4.

The walking network will include:

- Construction of footpaths on one or both sides of the road, depending on the road classification;
- Providing kerb ramps at each road junction;
- Providing safe road crossing facilities; and
- Seating.

More detail on considerations used in developing the PAMP network are contained in sections 5.2 and 5.3.

### 5.2 PAMP network considerations

Some of the key factors for walking identified through the PAMP process and addressed through the proposed pedestrian network, which are not otherwise contained in this report, are discussed here.

Generators and attractors

Important pedestrian generators and attractors identified for the Narooma Flat area include:

- Residential and accommodation areas (including the caravan park);
- Princes Highway shopping precinct;

- Sports and recreational facilities (swimming pool, oval, bowls club, skate park);
- Waterfront eateries;
- Information centre;
- Waterfront parks (including Rotary and Quota Park); and
- Town Wharf.

### **Additional constraints and opportunities**

- The major constraints within the study area include the steep slope when travelling uphill towards the second part of Narooma, the Princes Highway and the waterfront.
- Due to the high proportion of tourists visiting the area, the roles of different pedestrian routes needs to be clear.
- There is a strong opportunity to link the two ends of the foreshore path to create a recreational loop around the study area. A loop route is considered important in this environment due to the high number of recreational pedestrians observed.

### **Linkages outside the study area**

Pedestrian attractors identified within walking distance outside of the study area include:

- Rotary Park;
- Golf course;
- Surf Club;
- Narooma Public School;
- Wagonga Street shopping precinct;
- Australia Rock and Bar Rock Lookout;
- Mid-Narooma;
- Apex Park; and
- Boardwalk from Princes Highway to Apex Park.

The limited size of the study area means that links beyond the study boundary will need to be carefully considered. In the first instance, the immediate continuation of study area routes outside the study area have been identified.

### **Design notes**

It has been assumed that the standard material used for both footpaths and shared-use paths is concrete. Whilst the use of bitumen would assist path users in identifying the different types of paths and adjusting their behaviour accordingly, previous use of this material has indicated a significantly lower level of service and a reduced 'whole of life cost. Therefore council has adopted a policy of using concrete for all paths.

While kerb ramps are assumed at each crossing of a road, not every street has a kerb in which kerb ramps could be placed. Further, the absence of kerb and guttering may result in inadequate drainage to allow standard footpath construction.

Where kerbs exist, kerb ramps should be provided in accordance with the relevant standards. However, the RTA does not support use of tactile ground surface indicators in kerb ramps.

To meet both RTA requirements and other requirements, including Australian Standards and the Disability Standards for Accessible Public Transport, it is recommended that kerb ramps are designed where possible so that tactile ground surface indicators are not required, under the Australian Standards.

(This involves meeting certain conditions of grade, location, etc, and may be difficult to achieve in some circumstances. Even so, it is recommended that kerb ramps comply with standard construction details where possible, with physical cues including directional tactiles used to overcome locational issues.)

## 5.3 Pedestrian route classifications

Different walking patterns and needs give rise to different design requirements for infrastructure. The network of routes created for the study area includes a hierarchy of four levels of pedestrian route.

The strategy used was to develop a route classification that takes into account land use and provides pedestrian access and safety improvements along streets or other corridors that link pedestrian generators. The hierarchy focuses on areas of medium to high pedestrian activity and recommends footpath types to suit each level.

The route classifications have not been shown on Figure 4, to maintain the clarity of this figure.

### Recreational Routes

These routes are shared-use paths predominantly along the foreshore and waterfront. The foreshore provides opportunities for recreational walking as well as providing safe links to key destinations.

Recreational routes should be shared-use paths where there is a high level of pedestrian and cyclist activity expected. Examples of these are foreshore links from the Princes Highway opposite Burrawang Street, Field Street and McMillan Road; and the link from the Princes Highway to Bowen Street/ Barker Parade junction.

Paths should be signed and marked with logos and centreline marking as per Austroads' Guide to Traffic Engineering Practice Part 14 – Bicycles.

### **Central Shopping Precinct Routes**

This classification along the Princes Highway extends throughout the entire study area. A minimum 1.8 metre wide footpath on each side of the street is required to allow two wheelchairs to pass comfortably, however 3.0m wide footpaths are desirable to allow for interaction occurring on the footpath.

### **Residential Routes**

Residential Routes carry low to medium pedestrian volumes and are dedicated routes which link key destinations. These routes require a 1.5 metre wide footpath on at least one side of the street. This width allows for a wheelchair and a pram to pass one another. The routes should connect to pedestrian crossings or refuges at the Princes Highway, where relevant.

Within the study area, these routes are:

- Field Street – southern side;
- McMillan Road – northern side;
- Riverside Drive/ Barker Parade (the Princes Highway to McMillan Road) – eastern side;
- Burrawang Street – southern side;
- Graham Street – western side; and
- Wharf Street, Princes Highway to Princes Highway – western side.

## LEGEND

### Future zoning - Land-use

- Public open space
- Mixed use
- Car park
- Coastal - apartments
- Coastal big houses

### Existing features

- Existing shared-use path
- Existing footpath
- Existing picnic tables
- Existing Public toilets
- Existing roundabout
- Main road

### Proposed features

- Proposed footpath in road reserve
- Proposed off-road footpath
- Road crossing location (kerb ramps if kerb exists)
- Proposed crossing point with central median, line marking and kerb ramps

- Proposed study boundary



## 6 Work Program and Action Plan

### 6.1 Introduction

The simplest approach to developing a work program and action plan is to itemise individual works and then to prioritise these against nominated criteria. However, this approach can lead to a fragmentation of works in terms of what is intended, a difficulty in identifying how works contribute to particular goals, and the potential for some works to be overlooked due to low overall priority when they could be easily incorporated into other works or have particular strategic value, such as providing kerb ramps.

For these reasons, the approach taken to this action plan is instead to configure works into a series of schedules or programs. While works are prioritised within each program, each program itself represents a strategic priority and available funds should be divided between each program, ensuring that each program attracts funding every year, at least until the actions within any one program are completed.

The proposed programs are:

- Street crossing program;
- Intersections;
- Missing links program;
- Footpath construction program;
- Recreational/ tourist routes program; and
- Non-infrastructure program.

The programs are discussed as follows. As these programs are based on the pedestrian hierarchy and network developed in the previous section, the approach is strategic: the routes identified contain a level of priority in aiming to provide a basic network that suits the needs of pedestrians, rather than footpaths along both sides of every street (which might be a longer term objective to be considered in a future PAMP review).

Table 2 summarises the items that comprise each program and assigns a works items reference to each item, which is also shown in Figure 4.

The indicative cost rates used to produce the costings contained in Table 2 are:

- |                                      |                        |
|--------------------------------------|------------------------|
| ▪ concrete footpath                  | \$120/ sq metre        |
| ▪ kerb ramp                          | \$1,000 each           |
| ▪ splitter island or raised plateaux | \$8,000 each           |
| ▪ shared use path sign               | \$250 each (installed) |
| ▪ line-marking                       | \$2/ metre             |
| ▪ pavement logos                     | \$30 each              |

The costings do not include allowance for design, consultation, traffic control or earthworks, or any provision for rise and fall.

## 6.2 The works programs

As discussed, the following programs provide for the balancing of funding to achieve the Narooma PAMP objectives, while maintaining a strategic focus. As the Narooma PAMP should be reviewed within 5 years, the assumed level of expenditure allocated to each program is based on a timeframe to address all of the most strategic programs (the street crossing program and missing links program); and at least the high-priority items of the broader programs (the footpath construction program and recreational/ shared use path/ tourist route program).

The intersection program should address intersection designs as these arise; the other actions program provides for ongoing but lower level expenditures.

### Street crossing program

The greatest safety hazard for road users is at intersections. A lack of kerb ramps also affects access for people with disabilities (a particular area of interest for council, given statutory requirements such as the Disability Discrimination Act and Disability Standards for Accessible Public Transport) and for people using strollers, frail pedestrians, etc.

A street crossing program is proposed to address the lack of safe crossing points at specific locations, particularly along Princes Highway.

The highest priority locations for crossings are where streets channel pedestrians to crossing points, and in areas that already have the highest pedestrian crossing activity.

An allocation of \$50,000 a year (or a net cost of \$25,000 a year, assuming 50% part-funding each year) would enable all identified crossings to be installed in 4 four years though the actual allocation would be subject to Council's ability to fund the works.

### Intersections program

There are two intersection proposals of relevance to pedestrians within the study area:

- a roundabout at McMillan Road/ the Princes Highway, which would also incorporate realignment of the junctions of Bluewater Drive and Bowen Street with the Princes Highway;
- traffic signals at Field Street/ the Princes Highway.

These are mainly proposed for traffic safety and traffic flow reasons, but are included in this PAMP as requiring review to assess their impact on pedestrian safety, and for amendment as necessary to ensure that the needs of pedestrians are adequately taken into account in the design concepts. As both locations are on the Princes Highway, negotiation is also required with the RTA to ensure that their requirements are met.

It is assumed in the costings that review can be taken in-house, by highlighting the need to ensure that pedestrian access is considered; independent or specialist review is desirable, but would require a funding allocation. Depending on the level of detail considered and design amendment required, this would cost around \$5,000 for each intersection.

### **Missing links program**

This essentially addresses the small amounts of infrastructure required to link existing footpaths to form usable networks.

It is therefore a relatively cost-effective program (a small amount of infrastructure that links existing routes increases the utility of these routes).

The missing links should nominally be prioritised against other infrastructure by traffic speed and volume, pedestrian use, cost and strategic value (that is, role in the network and degree of connectivity). In fact, missing links prioritised in this way will generally have a high priority as the limited sections of route that do exist will tend to encourage pedestrian use compared to those routes with no facilities at all; as the cost will tend to be relatively low; and as the links naturally have a strategic value in connecting to existing infrastructure.

With a total cost of \$67,500 for this program, an allocation of \$13,500 a year would enable construction of all missing links within 5 years.

Kerb ramps along the Princes Highway may attract up to 100% RTA funding.

### **Footpath construction program**

Given the lack of existing infrastructure, a broad scale program to construct footpaths is required. This program includes kerb ramps where footpaths intersect with a road.

Footpath construction is prioritised by traffic speed and volume, pedestrian use, cost and strategic value (role in the network and degree of connectivity). The priority is further modified in that the existence of a footpath that does not meet the design standards specified for the route type is considered superior to a lack of any footpath, and the priority is to install new footpaths rather than widening existing footpaths — where this existing infrastructure is still in an acceptable condition.

The total cost of this program is estimated at some \$767,300. Almost half of this - \$362,100 – is comprised of high priority works.

An allocation of around \$72,500 a year would be required to enable high-priority works to be completed within 5 years. Actual timing would be dependant on available funding.

Kerb ramps along the Princes Highway may attract up to 100% RTA funding.

### **Recreational/ shared use path/ tourist route program**

Many people in Narooma walk for recreation and exercise along the foreshore or Riverside Drive; indeed, all survey respondents stated that their number one motivation for walking was for fitness and health.

While utility needs (shopping, commuting) are often considered to have a higher priority than health, fitness or recreation (which can be considered to be more discretionary in nature) these trips are considered important in the case of Narooma. This is because exercise assists ageing populations to maintain their mobility, while the loss of life years associated with a lack of physical activity is much greater than the loss of life years related to traffic safety — and increasingly so with population age.

Given the high average age of Narooma residents, a recreational/ shared use path/ tourist route program is therefore considered an important element of the Narooma PAMP.

Narooma already has an excellent path along the waterfront. Use of this path should be encouraged by providing signage to indicate how to get to the path and by improving links to the path from within the Narooma Flat area. Use of the waterfront paths could also be encouraged by providing a link between the south-eastern and south-western extents of the path, effectively creating a loop around the Flat.

Directional signage and distances or walking times should be provided from the waterfront path to locations of interest, while seating, lighting and bins should be provided along the path.

The total cost of this program is estimated at some \$258,000. Of this, around \$70,500 would be required to construct the high-priority works.

Kerb ramps along the Princes Highway may attract up to 100% RTA funding.

### **Other actions program**

As well as the preceding infrastructure programs, there are a number of other actions that can be taken to improve walking conditions. Many of these will have a relatively low cost, such as installing seating.

Other actions are non-infrastructure related. This includes:

- reviewing the impact of lowering the speed limit of Princes Highway between Riverside Drive and McMillan Road;
- providing the Department of Lands with pedestrian and cycle network mapping (from the GIS system) for inclusion in their NSW Road Directory;
- installing signage and seating as appropriate;
- amending structure plans to include future pedestrian linkages;
- including the outcomes of this PAMP into a Development Contributions Plan; and
- providing media releases about new facilities, as these are constructed (and/ or encouraging local community members to write articles about shared use paths, for example, for submission to cycling magazines).

Overall, an allocation of \$10,000 a year would enable these other actions to be progressed.

### **Prioritising infrastructure works**

The RTA guide “How to prepare a Pedestrian Access and Mobility Plan” contains an example of a weighted criteria scoring system for PAMP works. This includes land use, traffic impact, safety, facility benefits, continuity of routes and role in the pedestrian hierarchy.

For the Narooma PAMP, the main (and secondary) facility benefits are defined through the programs. That is:

- Street crossing program: safety and access;
- Intersections: safety and access;
- Missing links: connectivity and network development;
- Footpath construction: access and network development;
- Recreation/ tourist routes: access and network development; and
- Other: enhancing the safety and amenity provided by works in the other programs.

Using the program approach, the funding allocation between these benefits is defined by the funding allocation between each program, which further ensures that the facility benefits associated with any one type of treatment does not mean that other facility benefits are ignored. For example, which crossing points are important for safety reasons, prioritising all crossing points at the expense of missing links would delay construction of an overall usable network.

Within each program, works have been prioritised in the order of (highest priority to lowest priority):

- those on the busiest roads and highest pedestrian use;
- those with the highest pedestrian use; and
- those that provide a basic level of network access (at least one footpath in every street).

This is a relatively simple system, but appropriate for the limited size of the study area when combined with the system of using different programs.

Table 2: Works Program and Action Plan

	Ref.	Location	Description	Estimated Cost*	Priority (High, Medium, Low)
Street Crossings	X1	Princes Hwy, north side of Riverside Dr	Pedestrian Refuge	\$25,000*	H
	X2	Princes Hwy, between Riverside Dr and Burrawang St	Pedestrian Refuge	\$25,000*	L
	X3	Princes Hwy, south side of Burrawang St	Pedestrian Refuge	\$25,000*	H
	X4	Princes Hwy, between Field St and McMillan Rd - 2	Pedestrian Refuge	\$25,000*	M
Intersections	I1	Princes Hwy and Field St	Traffic signals	N/A	H
	I2	Princes Hwy, McMillan Rd and Bluewater Drive	Roundabout	N/A	H
	I3	Princes Hwy, Bowen St and Barker Pde	Junction realignment	N/A	H
Missing links	M1	McMillan Rd, end of shared path to Princes Hwy	concrete 1.5m wide x 45m long; 1 kerb ramp	\$9,100	H
	M2	Princes Hwy, south side: McMillan Rd to Bowen St	concrete 2.5m wide x 200m long; 5 kerb ramps	\$48,200*	H
	M3	Field St, south side: Barker Pde to Riverside Dr	concrete 1.5m wide x 110m long; 1 kerb ramp	\$16,900	M
	M4	Graham St, south side: Burrawang St to existing footpath	concrete 1.5m wide x 50m long	\$7,200	L

\* Costs marked with an asterisk may be eligible for some RTA funding

Ref.	Location	Description	Estimated Cost*	Priority (High, Medium, Low)
F1	McMillan Rd, north side: Riverside Dr to Barker Pde	concrete 1.5m wide x 470m long; 4 kerb ramps; splitter isle at roundabout	\$91,100	L
F2	Bluewater Dr, west side: Princes Hwy to shared-use path	concrete 2.5m wide x 220m long; 1 kerb ramp; crossing, Bluewater Dr and car park	\$88,200	L
F3	Burrawang St, south side: Princes Hwy to Riverside Dve	concrete 1.5m wide x 190m long; 3 kerb ramps	\$37,200	L
F4	Graham St, north side: Burrawang St to Field St	concrete 1.5m wide x 190m long; 2 kerb ramps	\$36,200	L
F5	Barker Pde, north side: Riverside Dr (Burrawang St) to McMillan Rd	concrete 1.5m wide x 580m long; 4 kerb ramps	\$108,400	L
F6	Barker Pde, south side: Field St to Nicholson Street	concrete 1.5m wide x 190m; 5 kerb ramps	\$16,200	L

\* Costs marked with an asterisk may be eligible for RTA funding

Ref.	Location	Description	Estimated Cost*	Priority (High, Medium, Low)
Recreational/ tourist routes	R1	Foreshore link: Princes Hwy to Foreshore – opposite Field St	bitumen 3.0m wide x 100m long; 1 kerb ramp; plateaux across caravan pk roadway	H
	R2	Around bowling club, from Princes Hwy west of the Bowls Club south to Barker Pde (near Canty St)	bitumen 2.5m wide x 210m long; 2 kerb ramps	M
	R3	Loop around oval: Bowen St to McMillan Rd (via Barker Pde)	bitumen 2.5m wide x 1000m long; 2 kerb ramps	L
Other actions	O1	The Princes Hwy	Review the impact of lowering the speed limit through the study area	N/A
	O2	Signage	per year	\$7,500
	O3	Entire study area	Develop maps of walking and cycling routes and attractions	\$1,500

\*Costs marked with an asterisk may be eligible for RTA funding

## 7 Possible funding sources

This is not a comprehensive listing of all funding sources, nor a suggestion that funding applications to these sources will be successful. However, this section presents a number of funding sources that may be applicable and assist Council in implementing this PAMP.

### 7.1 Walking and cycle funding

#### **RTA PAMP funding**

Eurobodalla Shire Council is located within the RTA's Southern Region.

Where walking facilities have been identified in conjunction with an approved PAMP, the RTA may provide funding of PAMP facilities.

Road crossing facilities and kerb ramps along state roads (the Princes Highway, in this study area) could attract up to 100% funding by the RTA, while crossing facilities on regional and local roads could attract up to 50% part funding.

Any such funding is, however, subject to fulfilling required criteria and competing funding priorities for a limited budget.

#### **RTA cycle funding**

Approximately 90% of the roads in NSW are under the control of local councils. To assist councils in providing facilities for cyclists, the RTA provides up to 50% funding for cycle facilities, including shared use paths.

To be eligible for funding, bicycle facilities must have been identified through an approved Bicycle Plan and are provided in compliance with the relevant standards and guidelines, notably Austroads' *Guide to Engineering Traffic Part 14 – Bicycles and the RTA's NSW Bicycle Guidelines*.

New shared use paths, or upgrading existing paths as identified in this PAMP, may be funded through cycle funding where this has also been identified in the Bicycle Plan.

As for PAMP facility funding, availability of funds is subject to fulfilling required criteria and competing funding priorities for a limited budget.

#### **NSW coastline cycleway**

The NSW Coastline Cycleway (NSWCC) project forms part of a larger Coastal Protection Package. The 1,500km route stretches from the Queensland border to the Victorian border and passes through Eurobodalla, including Narooma.

The NSW Coastline Cycleway (NSWCC) project was announced in March 2003 to provide \$6 million in seed funding over four years as part of a larger Coastal Protection Package. This funding has been extended for a further two years, to include the 2007-

08 and 2008-09 financial years. There has been no indication that the program would not continue into the future.

The route defined in the original studies is being reviewed by the Department of Planning in conjunction with Councils, other State Government agencies and local Bicycle User Groups to ensure that the route remains viable and that current local priorities are accommodated. The route alignment is being updated and is shown in maps held by the Department of Planning.

Grant funding is available to Councils for cycle projects on this revised route, on a dollar-for-dollar basis. The current priority for Eurobodalla Shire Council is for the Narooma to Dalmeny section of the Coastline Cycleway, but there may be future opportunities for Coastline Cycleway funding to be used in enhancing the existing paths in Narooma.

## 7.2 Other Road Funding

### 7.2.1 RTA Traffic Facilities

This program contributes to the construction of roundabouts, etc and may be a source of funding when footpaving is ancillary or requires relocation.

### 7.2.2 Development contributions system

To ensure growing and changing communities have adequate public amenities and services, consent authorities are able to impose levies on new development - also referred to in NSW as Section 94 contributions or s94A contributions.

Development contributions (monetary or in-kind) can be used to help provide for parks, local road improvements (including footpaths), libraries, community centres and the like. The Environmental Planning and Assessment Act 1979 outlines how the development contributions system in NSW works.

Section 94 and Section 94A contributions are imposed by way of a condition of development consent or complying development, and can be satisfied by:

- dedication of land;
- a monetary contribution;
- material public benefit; or
- a combination of some or all of the above.

Section 94 and Section 94A contributions are levied by Councils in accordance with a Development Contributions Plan (that has been publicly exhibited), which allows the system to be transparent.

The funding requirements identified within the Narooma PAMP could be incorporated into the Development Contributions Plan for Narooma Flat. It should be noted that contributions under such a plan need to demonstrate a nexus between the development and the proposed public infrastructure, and be equitable (i.e. reflect the



degree to which a new development will contribute to demand for the public infrastructure.) A further PAMP for the remainder of Narooma would be required for inclusion into a broader Development Contributions Plan.

State and national sporting organisations may be contacted in regard to applications.

The minimum grant under this scheme is \$30,000, with the maximum being \$300,000. Grants cannot exceed 50% of the net project cost.

## 8 Monitoring Program

In order to monitor the progress and success of the PAMP it is important to first establish the baseline information. It is suggested that Councils existing GIS database be used as a basis for the locations of existing infrastructure.

Pedestrian crashes for the area should also be monitored to determine the type, location and possible causes of crashes involving pedestrians.

Even a comprehensive network of footpaths will not be effective in providing for pedestrians if the network is unusable or inaccessible. Regular inspection and maintenance programs will assist in keeping the network of pedestrian facilities operating at a satisfactory level. The GIS database should also be used as the basis for condition monitoring purposes. This should include such details as material, installation date, when last inspected, what street furniture is located along the route, etc.

Periodic updating of this PAMP should be undertaken every 5 years (from date of adoption by Council); or after any development or significant changes that affect the number of pedestrians likely to be present, and also the ability of any pedestrians to travel safely within the study area.

# Appendix A

Community Survey Responses

Question	1	2	3	4	5	6
M/F	M	M	F	M&F	M	F
Age	36-55	26	36-55	56-75	over 75	56-75
Own a bike	?	Y	Y		N	N
Own a car	Y	Y	Y		Y	Y
Do you have a restriction?		N			Walking stick	
Do you use a wheeled device?		N				
Most common form of travel	1-Car; 2-walk	1-Car, 2-walk, 3-bike	1-Car; 2-walk; 3-bike	Walk	1-car; 2-walk	1-walk; 2-car as passenger; 3-car
Most common destination	1-shops; 2-waterfront	1-Shops; 2-waterfront; 3-park	1-shops; 2-park	1-shops; 2-library; 3-health centre	1-shops; 2-park; 3-waterfront	1-shops; 2-library; 3-pool
Most common route	McMillan Rd, Taylors Rd, Forsters Bay Road	Princes Hwy, Riverside Drive, McMillan Road to Bowling Club	All streets in Narooma - Princes hwy, Riverside Drive	Barker Pde, Field St	Princes hwy, Riverside Drive, Burrawang St, Field St, McMillan Road, Barker Pde,	McMillan Rd, Forsters Bay Rd, Lynch St, Nichelsen St, Field St, Bluewater Dve, Princes Hwy
Why use route?	safe & quiet / passes shops	Passes shops, shortest distance, no alternative route.	na	1-no alternative route; 2-shortest distance; 3-good length for exercise	1-good length for exercise; 2-passes shops; 3-easiest road crossings	1-no alternative route 2-good length for exercise; 3-passes shops;
What motivates you to walk?	1-fitness & health; 2-safe & convenient	1-fitness & health; 2-instead of drink driving; 3-enjoyment	1-fitness & health; 2-enjoyment	1-fitness & health; 2-enjoyment; 3-saves money	1-fitness & health; 2-enjoyment; 3-safe	1-fitness & health; 2-environmental concerns; 3-saves money
How can Council encourage walking?	1-improve safety, 2-ban dirt track motor bikes	1-Improve footpaths; 2-improve lighting; 3-provide seats	1-improve footpaths; 2-improve safety	1-provide footpaths; 2-improve safety; 3-improve road crossings	1-improve road crossings; 2-provide footpaths; 3-make more attractive (clean up trees & provide mature shrubs)	1-improve road crossings; 2-provide footpaths; 3-Improve safety
What do you like about Narooma?		Park & benches on Riverside Drive; the boardwalk	Scenic	Quiet, enjoyable & clean air	Flat for walking; scenic	
Other comments	Dirt track motor bikes & dogs run over footpaths - dangerous	Need more zebra xings for children			Need more bins - currently a lot of rubbish on the ground	
Problem locations	1. Taylor St - dirt track motor bikes 2. Walker Park - speedway for motor bikes	1. hard to cross Princes Highway opposite shops; 2. Riverside / Barker - hard to cross road, no pedestrian route & not passable with wheelchair; 3. Riverside / McMillan - hard to cross road	1. no pedestrian crossings on the flat; 2-traffic dosent give way on Princes Hwy opposite shops; 3-footpath uneven, too narrow near waterfront eateries	1-Barker Pde, no footpaths & poor lighting; 2-Field St, poor lighting; 3-no crossing in Field Street near Health Centre	1-no footpath on Forsters Bay Road; 2-no footpath on Burrawang St; 3-overgrown trees on Princes Hwy between Riverside & Burrawang	1-poor sight distance & hard to cross road at Princes Hwy / McMillan Intersection; 2-Hard to cross road at Princes Highway / Riverside Drive junction

# Appendix B

Key Stakeholder Consultation Summary

## **PAMP steering group**

A steering group comprising Eurobodalla Shire Council staff has been formed to oversee the development of this PAMP.

As well as generally overseeing the process, the steering group provided input by:

- sourcing background documentation and resources, including identifying key stakeholders
- assisting with the community consultation
- meeting with QED to discuss the project and exchange information
- reviewing the draft document.

## **Narooma Library**

Deb Nolan, Head Librarian

- The library attracts visitors from all age groups.
  - Although there is no toy library, there is a good children's section and Story Time service; there are also immunisation clinics held at various times. Access for parents with strollers is therefore relevant.
  - With the Youth Café, teenagers also visit the library.
  - A few older people use gophers, but the frail elderly are more likely to be dropped off by carers or community transport volunteers. The library is also looking into an outreach service for people who can't visit the library.
- While the level of visitation through pedestrian trips compared to vehicular trips is not known, pedestrians are frequently seen walking to the library. The only footpath was installed when the building was constructed and does not continue on past the property frontage or link to the foreshore path, which is well-used; nor is the footpath matched by a footpath on the other side of the street.

This presents a particular problem for women with strollers. There are a few people who use gophers, although access for these in Field Street would be a problem. Many elderly people who use walking frames or are frail access the library via community transport (volunteer car drivers).
- The foreshore path is used extensively by people from the south-west, who then travel along Field St.
- Community transport is in the form of private cars, with some owned by the Council but many others owned by individuals who volunteer to drive people around. There is no community bus except for the shopper bus that services the three centres of Narooma Flat, middle Narooma and Narooma Plaza.
- There is a lack of car parking associated with the library. Drop-off zones are provided for people with disabilities but are frequently parked in due to the lack of other car parking. There are no footpaths leading to other car parks nearby.
- The lack of drainage (kerb and gutter) makes at grassed verges impassable after rain, with pedestrians instead walking on the Field Street roadway. This creates a hazard for motorists, who have to drive on the wrong side of the road to pass pedestrians. People also tend to treat the area in front of the building (which gives access to the car park) as a pedestrian zone.
- The foreshore path is used extensively by visitors to the library. Linkages via Field Street and Lynch Street/ Barker Parade are poor.

- There may be an opportunity for the community “shopper bus” to also service the library. The desirability of this had not been considered, let alone implications on cost and timetabling, but some users of the community bus also access the library and some synergy may exist.

### **Narooma Community Health Service**

Catherine Barkley, Allied Health Manager

- Not aware of major access issues. Good footpaths around the Health Centre itself. Maybe a lack of footpaths and kerb and gutter in the broader area.
- All ages visit the Health Centre.
- Not sure what community transport is used.
- Email Catherine.barkely@gsahs.health.nsw.gov.au and she'll talk to the occupational therapists and community nurses. (Email sent 11 August 2008).

### **Easts Narooma Holiday Park**

Kay

- The foreshore path is used extensively by visitors to the caravan park for both walking and, increasingly, cycling. There don't appear to be any real conflicts. [It may help that both groups of people are recreating rather than commuting?]
- Probably 75% of visitors will walk to local cafes and restaurants.
- Linkages across the Princes Highway are poor; there is a clear need for a pedestrian crossing.
- They haven't noticed much gopher use or frail elderly amongst visitors. This is related to visitors being more active, rather than going against the trend of an ageing population. However, this may not be the case for the permanent homes across the road.
- As the caravan park is on Council land, there is a right of way at the main entrance. However, this is not promoted. It is likely that the park managers would be concerned with any proposal to extensively promote use of this.
- Safety/ security isn't a major problem. There is periodic vandalism, often on Friday and Saturday nights: pulling plugs out of caravans, etc. Nothing huge. [Probably related to alcohol?]
- There is also a level of theft, however visitors perhaps contribute to this in that they don't use the same degree of care that they would at home: belongings are often left out rather than locked away.

### **Narooma Sporting and Services Club**

Tony Casu, CEO (and Brendon, Operations Manager)

- Confirmed that the Servo's Club building will be sold, with proceeds to go towards redeveloping the Bowls Club. The Sporting and Services Club would like a future development of the Servo's Club to retain a focus on providing a community service. The Bowls Club redevelopment proposal would result in an increased floor space and additional car parking, enabling larger functions, more entertainment and more events to be held.

- The main traffic and pedestrian issues for the Bowls Club are:
  - being able to cross the Princes Highway, particularly as the caravan park and pool are on the other side, and given the ageing of the population
  - the impact of the roundabout proposal on the Club's car park entry/ exit as arrangements to preserve access to parking have not yet been identified (and that this does not incorporate a pedestrian crossing)
  - realignment of the Bowen Street/ Princes intersection, as the Bowls Club entry is off Bowen Street and will be the only entrance; reportedly, the RTA has not approved a Council proposal for the intersection due to concerns with a T-junction on the bend of the Princes Highway
- The main pedestrian travel patterns for Bowls Club patrons includes travel along Bowen Street/ Garvan Street to the Servo's Club. There is currently significant travel to, from and between the two clubs. This route is steep, with no footpath or other pedestrian facilities, and vehicles don't have a line of sight to pedestrians. There is also a strong demand to cross Bowen Street (i.e. east-west travel), especially in the busy summer time.
- There is also some integration with the nearby Oval. E.g. The touch football club retires to the Bowls Club after games. Pedestrians also cut across the Oval and Bowls Club's car park during various events, notably the Jazz and Blues Festival. [Held at the football oval every year during the October long weekend]. Event organisers for such events typically close the Oval and charge admittance, so any proposal for a footpath to assist with such desire lines should involve consultation with these local clubs.
- The courtesy bus is a doorstep service that services Dalmeny, Kianga and all of Narooma. It is well-patronised by the elderly in particular. Some people are picked up at the caravan park to visit the Bowls Club. The service is run for the benefit of members and does not access any grant funding.
- The recent Bluewater Classic attracted people to Narooma but did not result in as much revenue from increased use of service as it cost to organise. Whether something similar is run in the future will depend on the status of the Bowls Club redevelopment plans, and whether local businesses would be prepared to contribute to organising the event.
- More broadly, Bowen Street is used in preference with the longer detour around the Princes Highway, to reach facilities further up the hill (cinema, pub). A recreational path around the Oval and green space area would be attractive but not a high priority as there is already a well-used foreshore path.
- It was noted that most caravan park visitors are able-bodied, despite the ageing population. It was noted that this accommodation is raised a few steps (for flooding/ reasons) and would therefore only be appropriate for the able-bodied. More broadly, there are usually 2 or 3 gophers parked at each of the Bowls and Servo's Club at any one time, pointing to the increasing needs of people with mobility restriction.

## **Narooma Visitor Information Service**

Renee, Manager

- Visitors mainly call in at the start of their trip so don't get much feedback about walking conditions, and generally drive to the Visitor Centre. Very little negative feedback.

- Visitors do ask about walking opportunities, but mainly out of town. In town, the foreshore path is an obvious walking and cycling opportunity.
- There are also quite a few enquiries about access for people with disabilities or limited mobility. The foreshore path is easy to access, depending on where accommodation is, so able to help with these enquiries.
- The foreshore path would mainly be accessed by Bluewater Drive or by parking at the ends. Don't see much need for a path from Princes Highway to the foreshore path along the side of the Visitor Centre as this wouldn't like with anything. [But no other concern raised about this concept].
- A footpath on the Princes Highway would be the highest priority.
- There is a lot of use of the Oval: as well as Blues and Jazz Festival, monthly markets, Carols by Candlelight, Oyster Festival, plus other groups. There's no parking along the Princes Highway, so visitors tend to park on the grass verge or wherever they can (including the Visitor Centre car park, though this parking is time limited to 2 hours), and walk.
- Parking seems to be okay, at least outside of the peak season (only started in March, not sure about the rest of the year).

# Appendix C

Site Survey Report